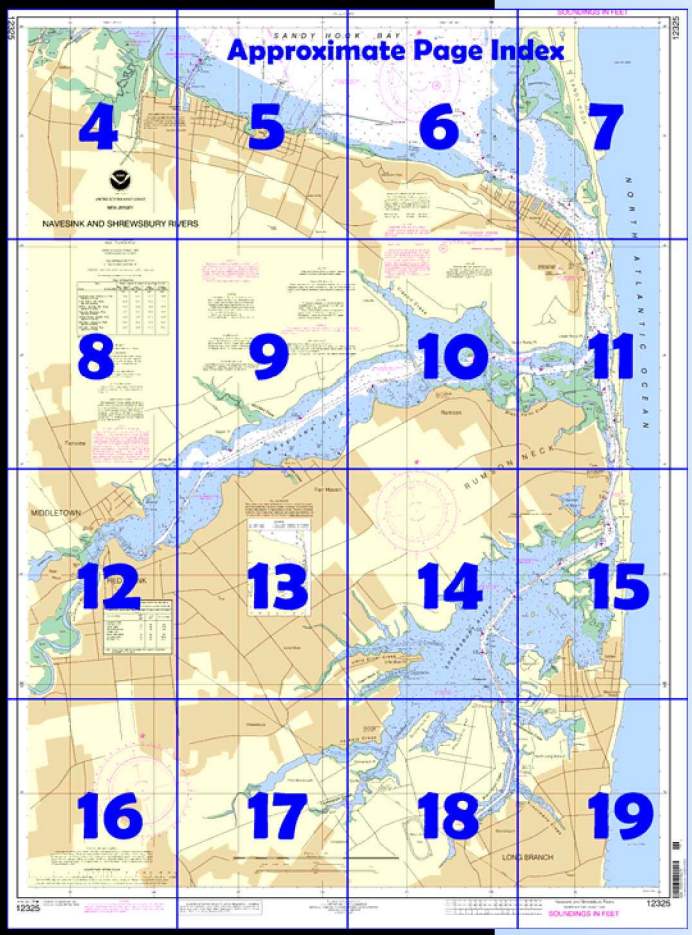
BookletChart™

Navesink and Shrewsbury Rivers

(NOAA Chart 12325)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

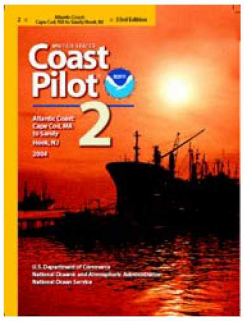
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 11 excerpts]

(210) **Shrewsbury River** and **Navesink River** empty through a common entrance into the southern extremity of Sandy Hook Bay eastward of the Highlands of Navesink.

(211) A Federal project provides depths of 12 feet from Sandy Hook Bay to a point just above the bascule bridge at Highlands, thence 9 feet in Shrewsbury River to the Branchport Avenue Bridge at Long Branch, about 7.4 miles above the mouth. The Navesink River has a project depth of 6 feet from where it connects with the Shrewsbury River to the head of the project at Red Bank, about 4.9 miles above the mouth.

(212) In December 1992, shoaling to bare was reported in the vicinity of Oceanic Bridge in the Navesink River.

(213) All cables within the area in about 40°24.2'N., 73°59.0'W., in Shrewsbury River have been abandoned. Mariners are cautioned that the cables remain in place.

(215) At Highlands bridge, the currents have a velocity of about 2.6 knots. At Sea Bright bridge the velocity is about 1.6 knots.

(216) Navigation in Shrewsbury and Navesink Rivers is generally suspended because of ice from December to March, inclusive.

(217) Gasoline, lubricants, marine supplies, and provisions can be obtained at most of the towns along the shores of the Shrewsbury and Navesink Rivers.

(219) **Highlands** is a summer resort on the west side of Shrewsbury River 1.5 miles inside the entrance. There are good small-craft facilities here.

(220) The railroad bridge across Shrewsbury River at Highlands is in ruins; caution is advised. The State Route 36 highway bridge (Highlands Bridge) 100 yards above the railroad bridge has a bascule span with a clearance of 35 feet. The fender system from the center pier of the railroad bridge to the east side of the highway bascule opening is continuous. The east side of the river northward of the bridge and the west side 0.3 mile southward of the bridges are used as anchorages for small craft.

(221) Caution should be exercised at the junction of the Shrewsbury and Navesink Rivers, about 0.6 mile southward of the State Route 36 highway bridge at Highlands, to avoid the submerged stone jetty. Craft entering Navesink River should pass westward of the lighted junction buoy. The submerged jetty is marked by three seasonal buoys.

(222) The State Route 520 highway bridge (Sea Bright Bridge) over Shrewsbury River between **Rumson** and **Sea Bright** has a bascule span with a clearance of 15 feet at the abutment.

(223) There are numerous **small-craft facilities** at Sea Bright.

(224) **Pleasure Bay**, at the southeast end of Shrewsbury River, is crossed by a fixed highway bridge with a clearance of 25 feet. **Branchport t** is a small town on the east side of Pleasure Bay at the head of navigation.

(225) There are numerous **small-craft facilities** in Pleasure Bay.

(226) The privately dredged and marked channels in **Little Silver Creek, Town Creek, Oceanport Creek, Parker Creek**, and **Blackberry Creek** had controlling depths of about 5 feet in 1965-67.

(227) A fixed highway bridge with a clearance of 24 feet crosses the westerly part of Shrewsbury River, just eastward of its junction with Parker and Oceanport Creeks.

(228) The tributaries that empty into the southeasterly and southwesterly sides of Shrewsbury River are crossed by bridges with the following clearances: **Manhassett Creek**, fixed highway, 6 feet; **Troutmans Creek**, fixed highway, 6 feet; Oceanport Creek, Conrail railroad (Oceanport Bridge) with swing span, 4 feet; and Parker Creek, fixed railroad, 4 feet.

(229) The channel in Navesink River is crooked but well marked by seasonal buoys. The Oceanic highway bridge across the river between Rumson and **Locust Point** has a bascule span with a clearance of 22 feet.

(230) **Rumson** is a town on the south side about 1.7 miles above the entrance to Navesink River. Small-craft facilities just west of the bridge at Rumson can provide berths, electricity, gasoline, water, ice, and storage. Hull and engine repairs can be made, and a 7-ton mobile hoist is available. In May 1981, a reported depth of 5 feet could be carried to the boatyards.

(231) **Fair Haven** is on the south side of Navesink River about 1 mile above the bridge at Rumson. A boatyard and two yacht clubs are at Fair Haven. The boatyard can provide berths, electricity, gasoline, water, ice, storage, marine supplies, and hull, engine, and radio repairs; lifts to 15 tons are available. In June-September 1987, a reported depth of about 7 feet could be taken to the boatyard.

(232) **Red Bank**, a town near the head of navigation on the Navesink River, has several **small-craft facilities.** The town has railroad connections with New York.

Table of Selected Chart Notes

Corrected through NM Oct. 4/08
Corrected through LNM Sep. 30/08

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 40°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE B

Channel is marked by privately maintained seasonal aids.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY	KWO-35	162.55 MHz
Atlantic City, NJ	KHB-38	162.40 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 2 and 3 for important supplemental information.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilots 2 and 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Massachusetts or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.401" northward and 1.500" eastward to agree with this chart.

ANCHORAGE AREAS
110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

26 GENERAL ANCHORAGE

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —

Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

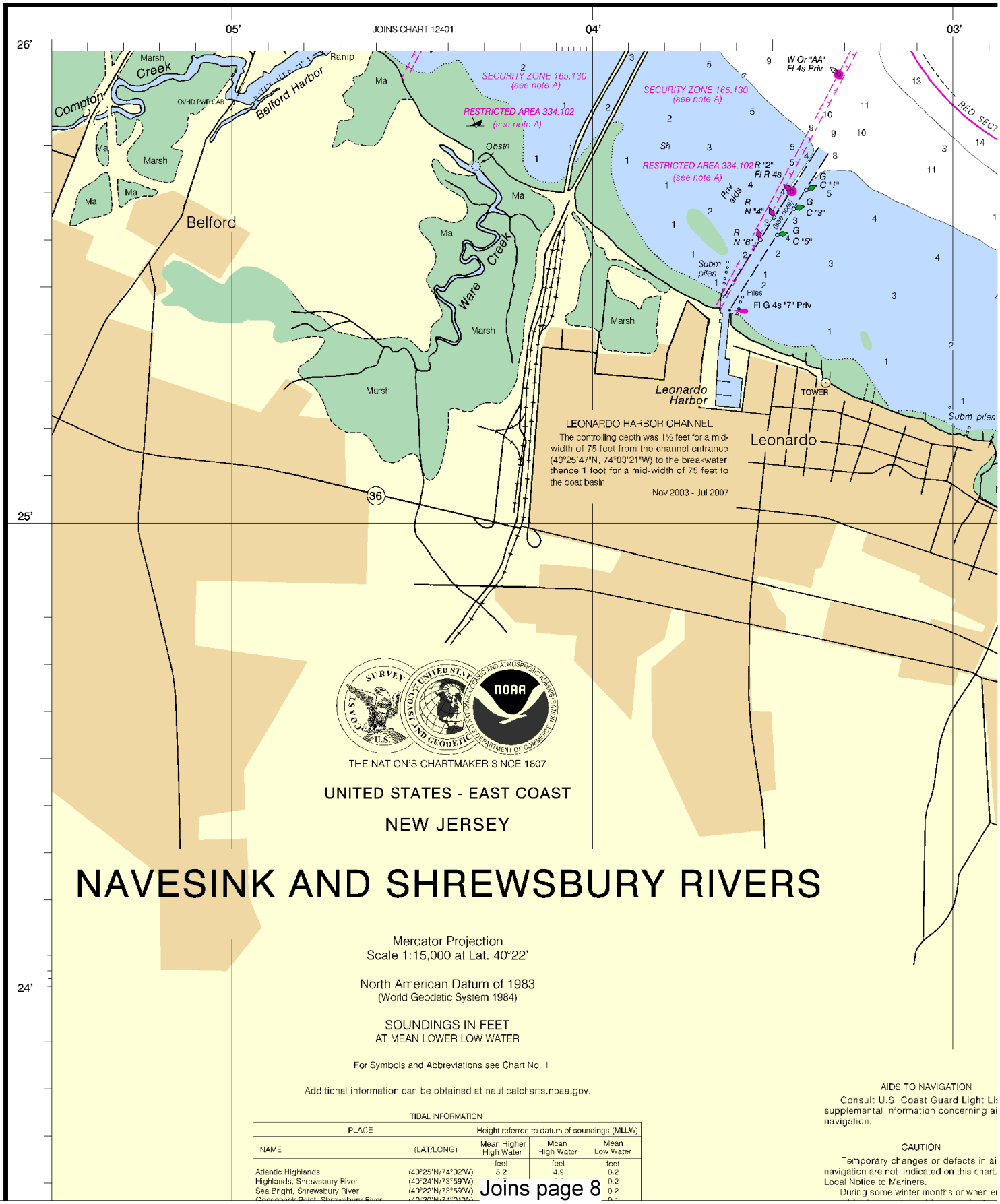
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Atlantic Highlands	(40°25'N/74°02'W)	5.2	4.9	0.2
Highlands, Shrewsbury River	(40°24'N/73°59'W)	4.7	4.4	0.2
Sea Bright, Shrewsbury River	(40°22'N/73°59'W)	3.6	3.3	0.2
Gooseneck Point, Shrewsbury River	(40°20'N/74°01'W)	3.0	2.7	0.1
Oceanic Bridge, Navesink River	(40°23'N/74°01'W)	3.8	3.5	0.1
Red Bank, Navesink River	(40°21'N/74°04'W)	3.9	3.6	0.1
Long Branch	(40°18'N/73°59'W)	4.9	4.6	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2008)

SOUNDINGS IN FEET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

NAVESINK AND SHREWSBURY RIVERS

Mercator Projection
Scale 1:15,000 at Lat. 40°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

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Conaconock Point, Shrewsbury River	(40°20'N/74°01'W)			0.1

Joins page 8

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light Lis
supplemental information concerning ai
navigation.

CAUTION

Temporary changes or defects in ai
navigation are not indicated on this chart.
Local Notice to Mariners.
During some winter months or when ei

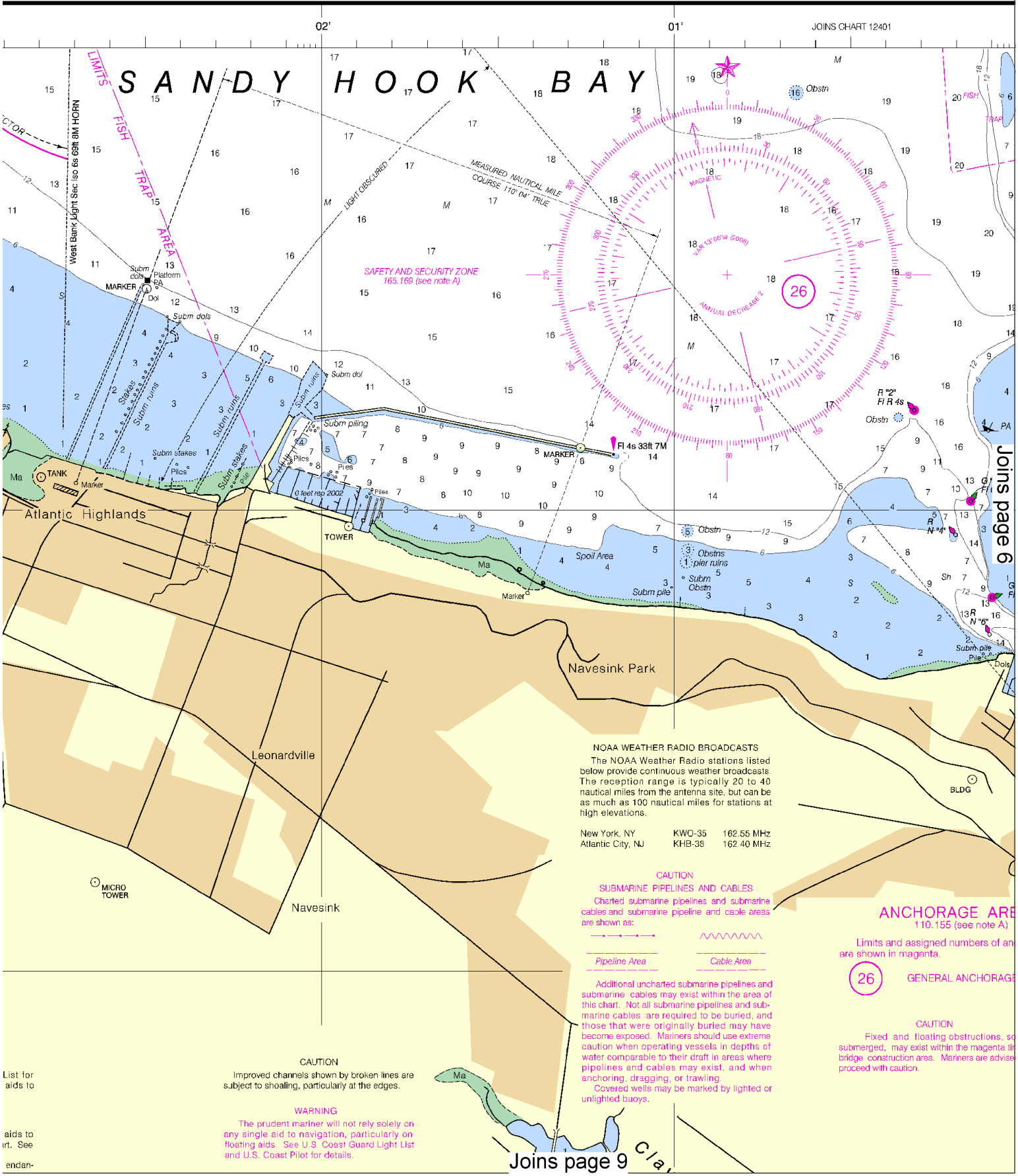
North

Printed at reduced scale. ~~SCALE 1:15,000~~

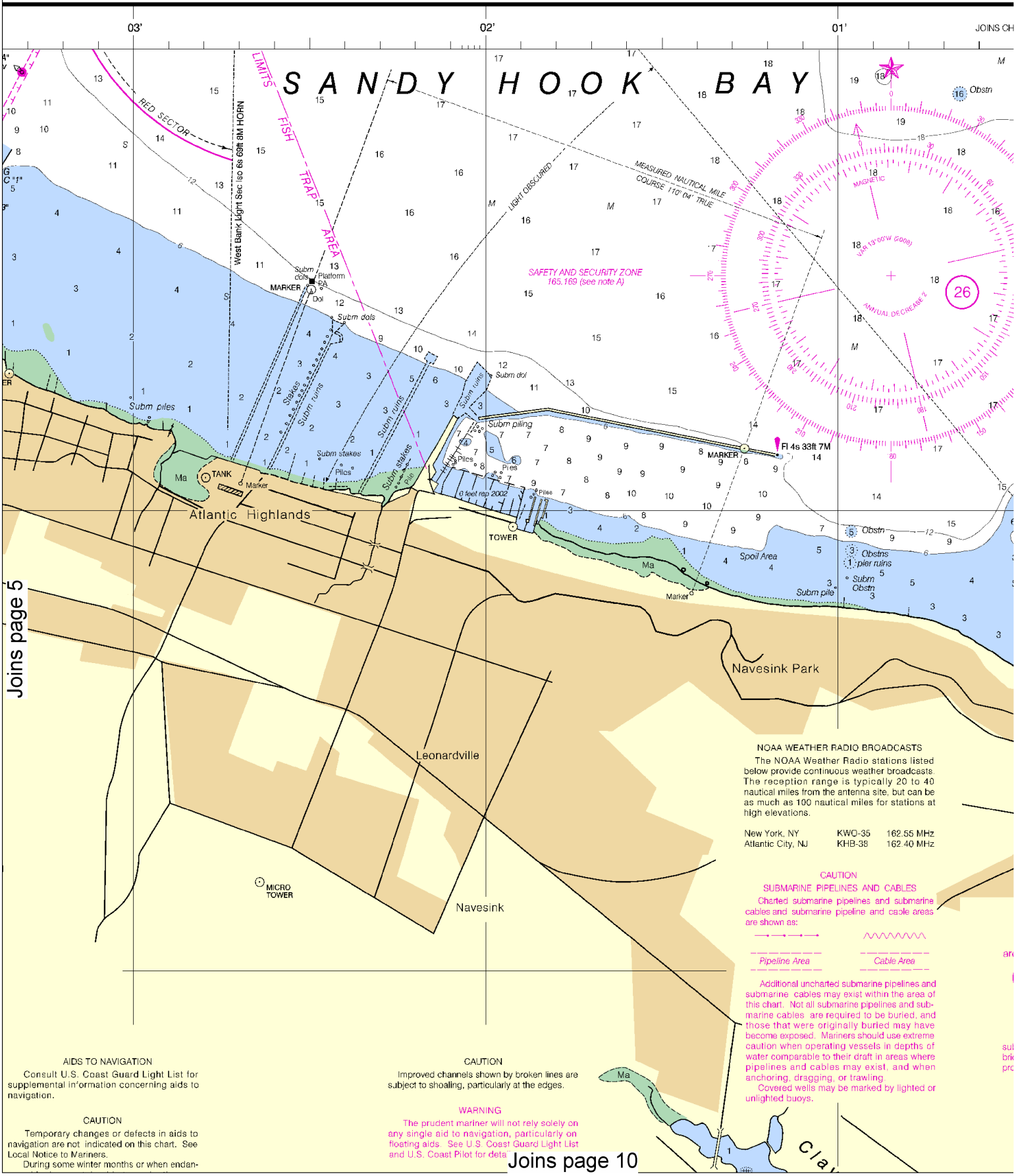
Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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SUBMARINE PIPELINES AND CABLES

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Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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WARNING

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North

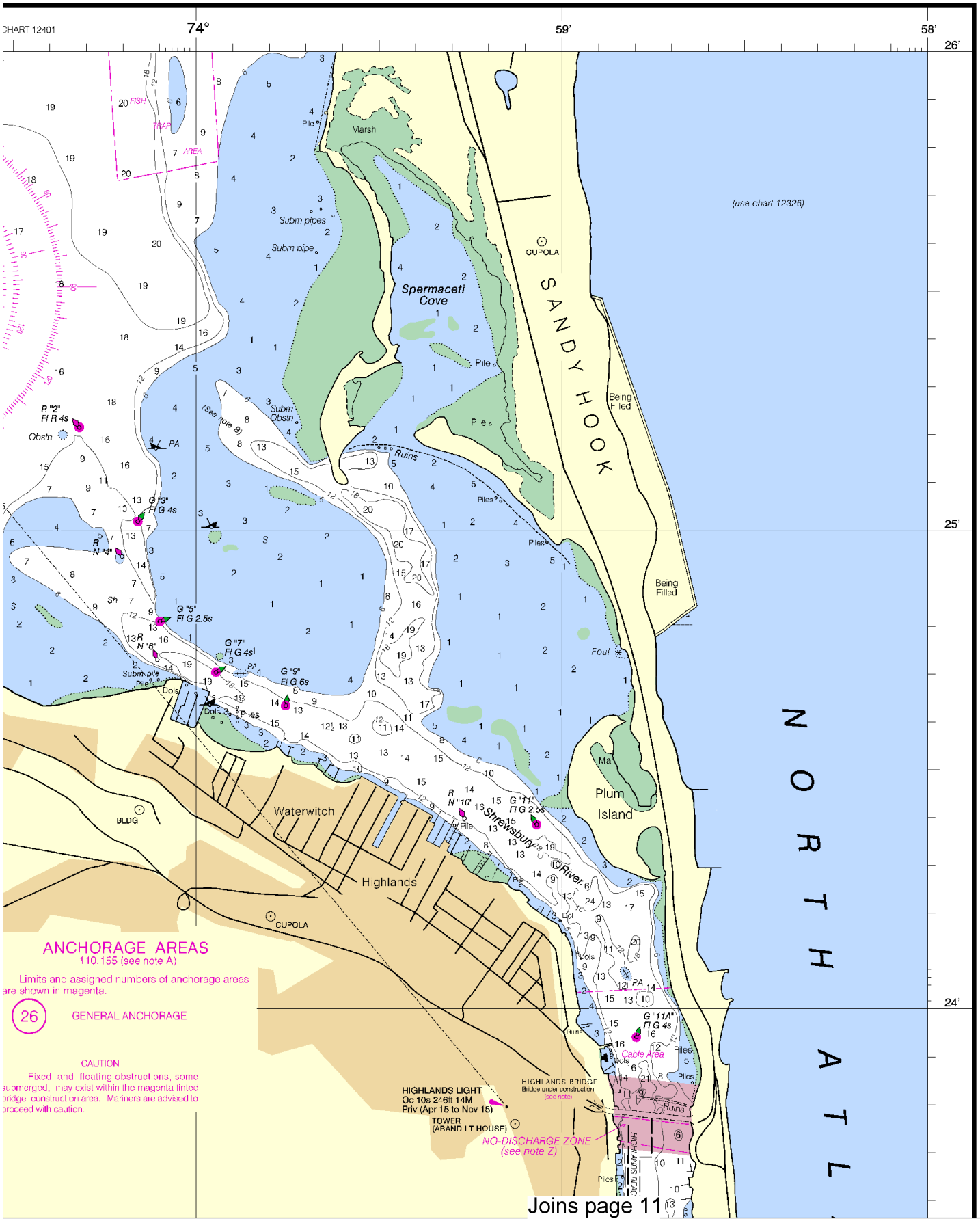
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 — 1

Yards

500 — 0 — 500 — 1000 — 1500



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

NAVESINK AN[Joins page 4]EWSBURY RIVERS

Mercator Projection
Scale 1:15,000 at Lat. 40°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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(Aug 2008)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

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NOTE A

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NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

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AIDS TO NAVIGATION

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CAUTION

Limitations on the use of radio signa aids to marine navigation can be found i U.S. Coast Guard Light Lists and Nat Geospatial-Intelligence Agency Publication

Radio direction-finder bearings to comm broadcasting stations are subject to erro should be used with caution.

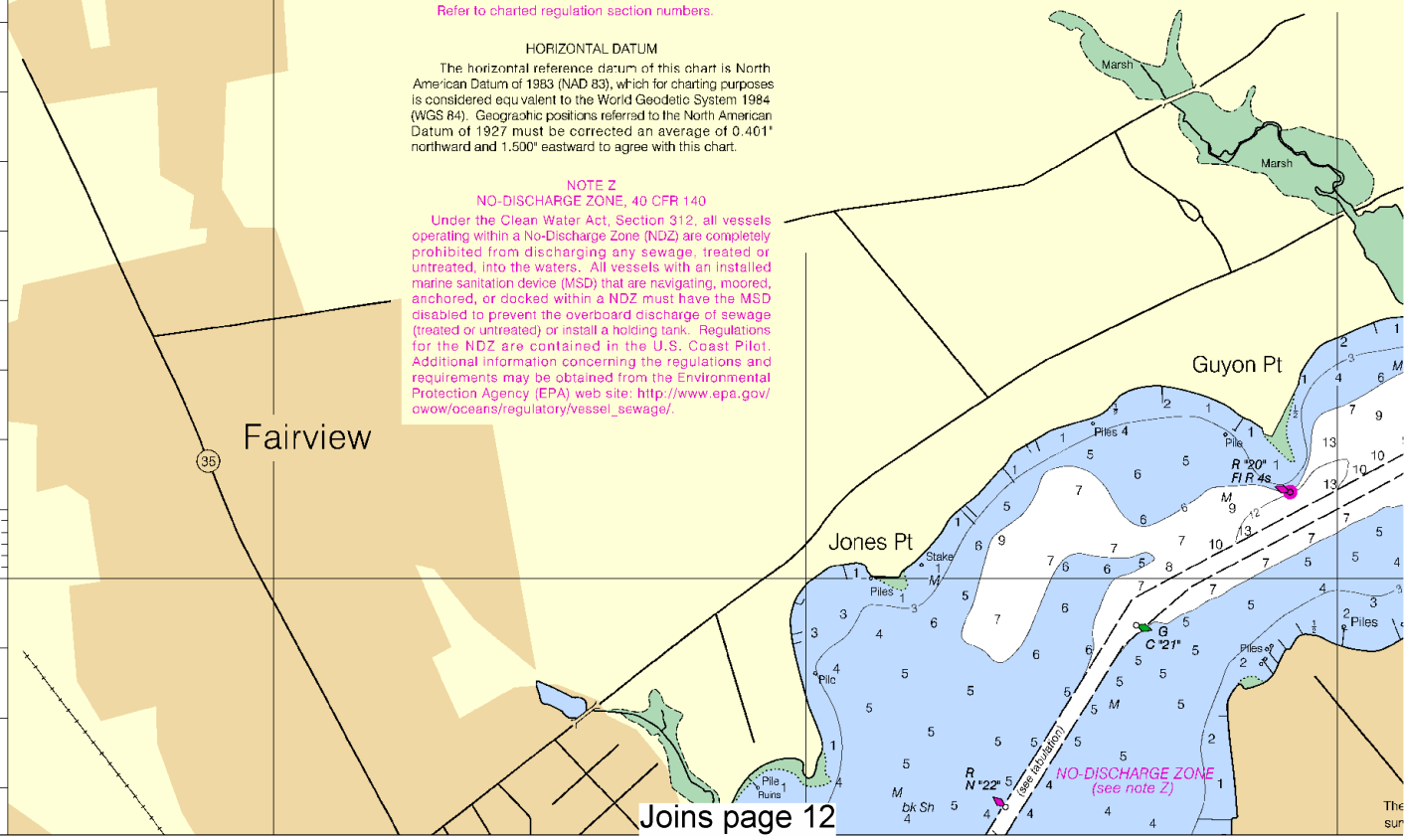
Station positions are shown thus:
⊙(Accurate location) o(Approximate loc

RACING BUOYS

Racing buoys within the limits of this c are not shown hereon. Information ma obtained from the U.S. Coast Guard Di Offices as racing and other private buoy not all listed in the U.S. Coast Guard Light

RADAR REFLECTORS

Radar reflectors have been placed on r floating aids to navigation. Individual r reflector identification on these aids has omitted from this chart.



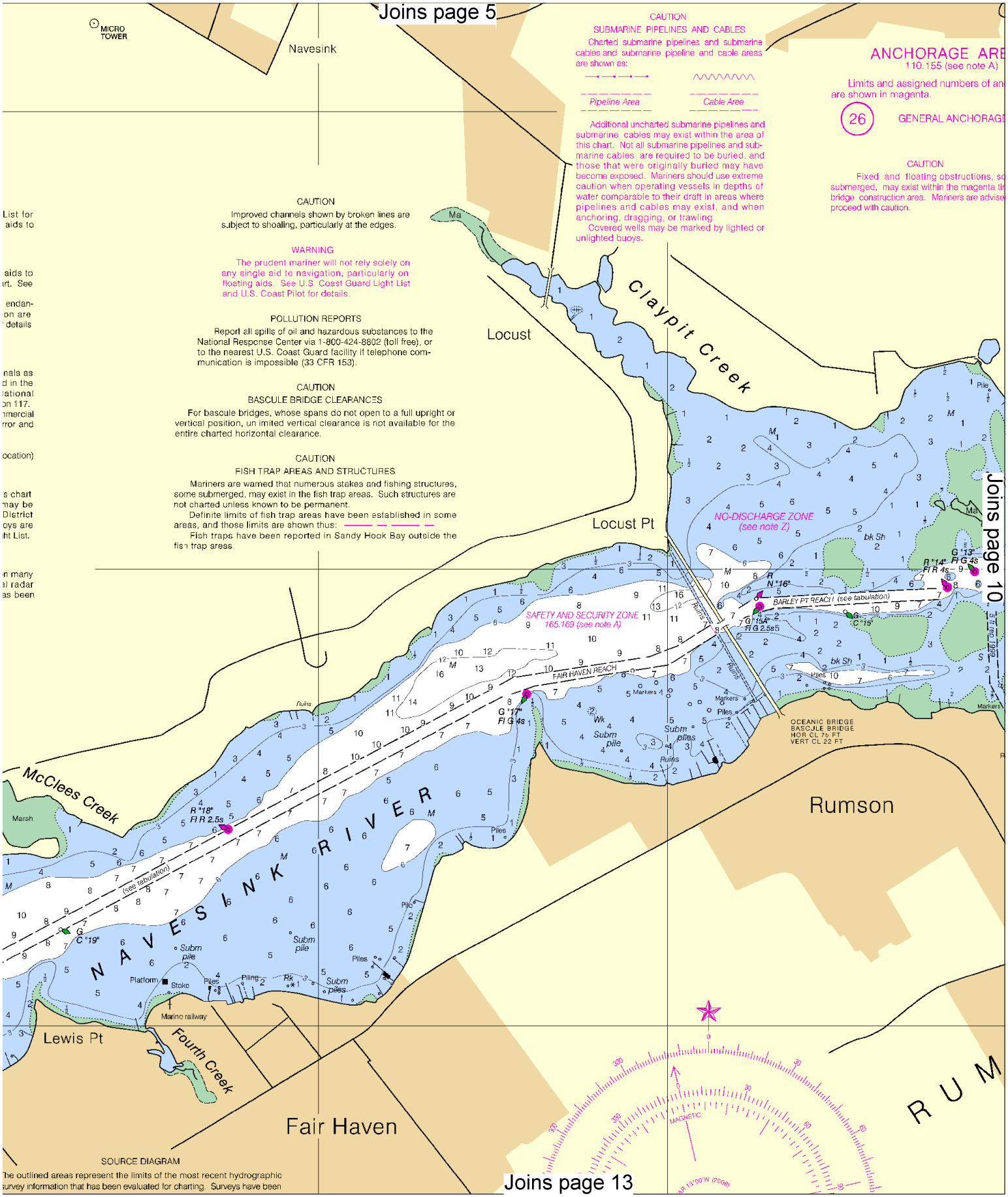
8

North

Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500


Joins page 5
MICRO TOWER
Navesink
CAUTION
SUBMARINE PIPELINES AND CABLES
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Cable Area
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Covered wells may be marked by lighted or unlighted buoys.
ANCHORAGE ARE
110.155 (see note A)
Limits and assigned numbers of an
are shown in magenta.
26
GENERAL ANCHORAGE
CAUTION
Fixed and floating obstructions, so
submerged, may exist within the magenta li
bridge construction area. Mariners are advise
proceed with caution.
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may be
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as been
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
WARNING
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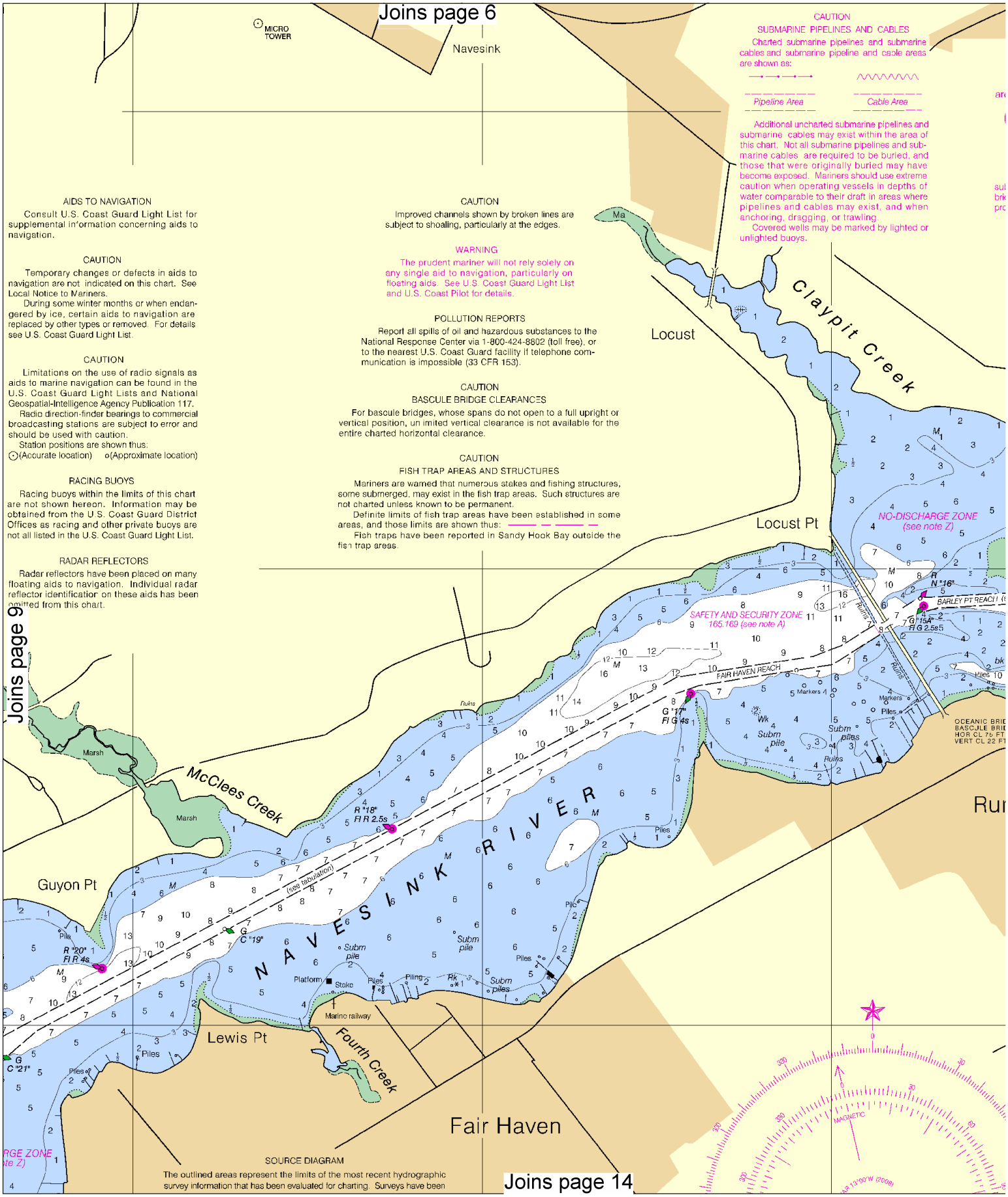
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Fish traps have been reported in Sandy Hook Bay outside the fish trap areas.
Locust
Claypit Creek
Locust Pt
NO-DISCHARGE ZONE
(see note Z)
SAFETY AND SECURITY ZONE
165.169 (see note A)
BARLEY PT REACH (see tabulation)
FAIR HAVEN REACH
OCEANIC BRIDGE
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 22 FT
Joins page 10
McClees Creek
Marsh
R "18"
Fl R 2.5s
(see tabulation)
G
C "19"
NAVESINK RIVER
Rumson
Platform
Stake
Piling
Marine railway
Lewis Pt
Fourth Creek
Fair Haven
RUM
MAGNETIC
VAR 13°00'W (2008)
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been
Joins page 13



North

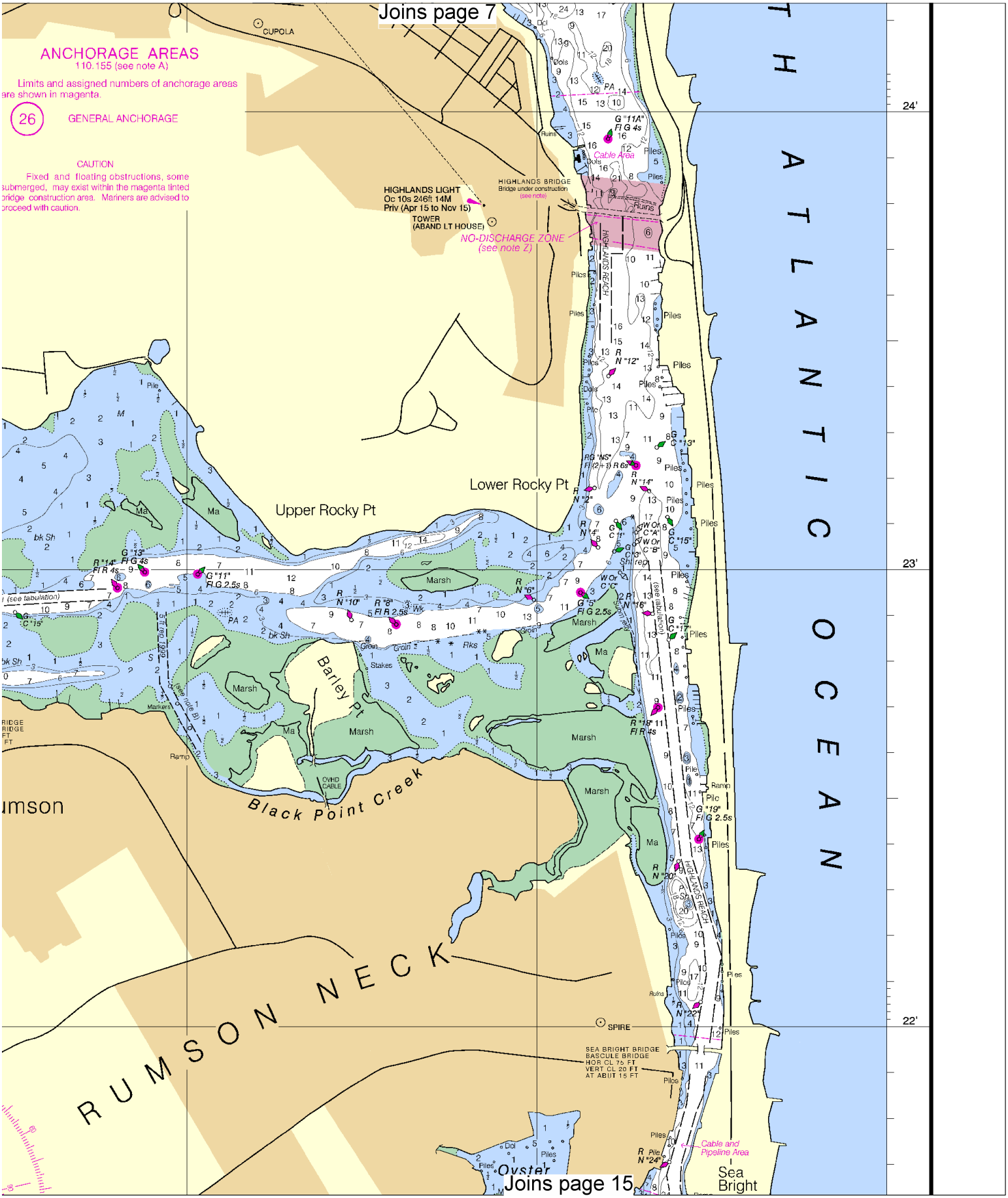
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

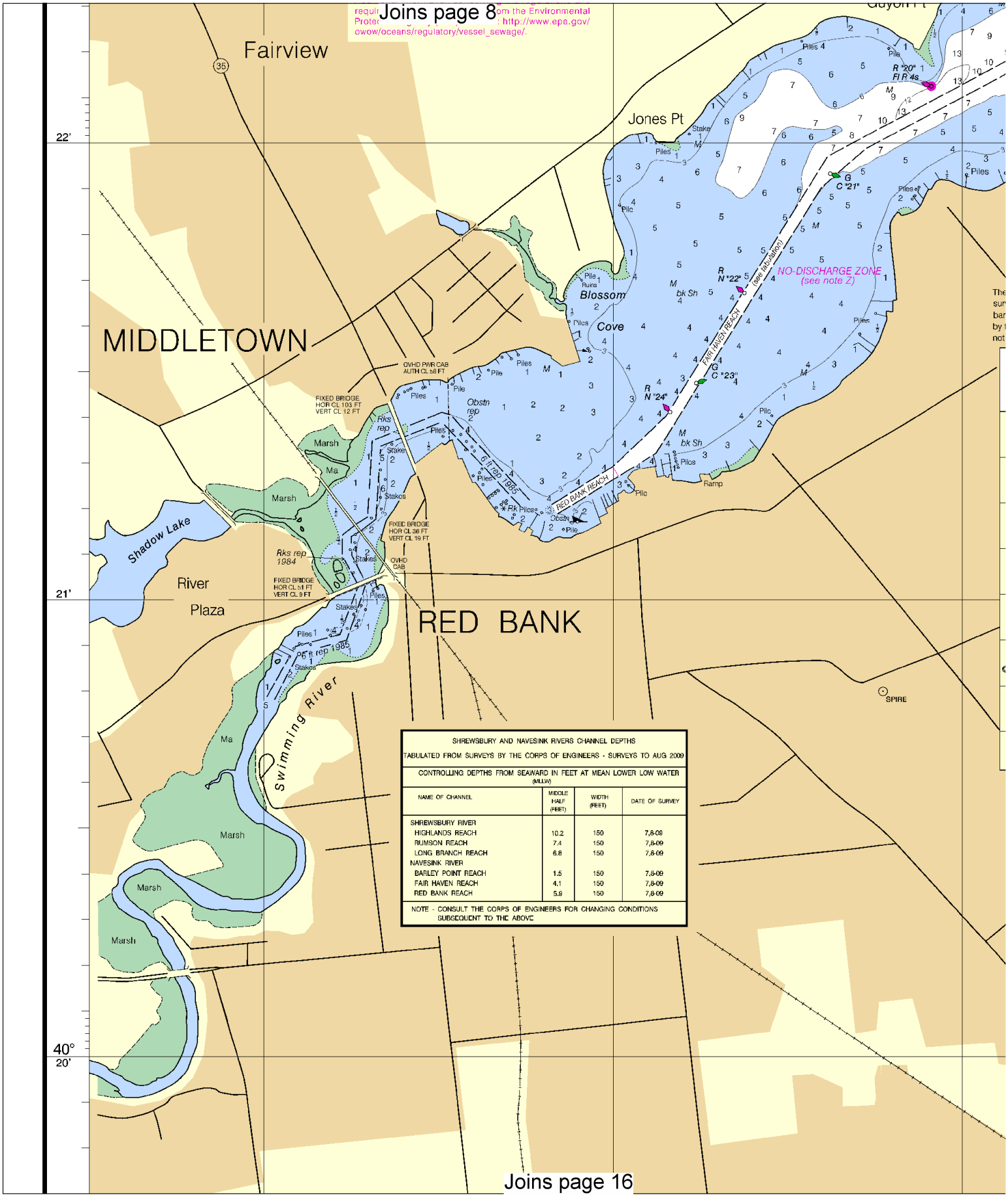
0 1

Yards

500 0 500 1000 1500


Joins page 7
ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.
26
GENERAL ANCHORAGE
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
CUPOLA
HIGHLANDS LIGHT
Oc 10s 246ft 14M
Priv (Apr 15 to Nov 15)
TOWER
(ABAND LT HOUSE)
HIGHLANDS BRIDGE
Bridge under construction
(see note)
NO-DISCHARGE ZONE
(see note Z)
HIGHLANDS REACH
Lower Rocky Pt
Upper Rocky Pt
Barley Pt
Black Point Creek
RUMSON NECK
SPIRE
SEA BRIGHT BRIDGE
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 20 FT
AT ABUT 15 FT
Cable Area
Cable and Pipeline Area
Oyster
Sea Bright
ATLANTIC OCEAN
24'
23'
22'
Joins page 15

Joins page 8



Joins page 16

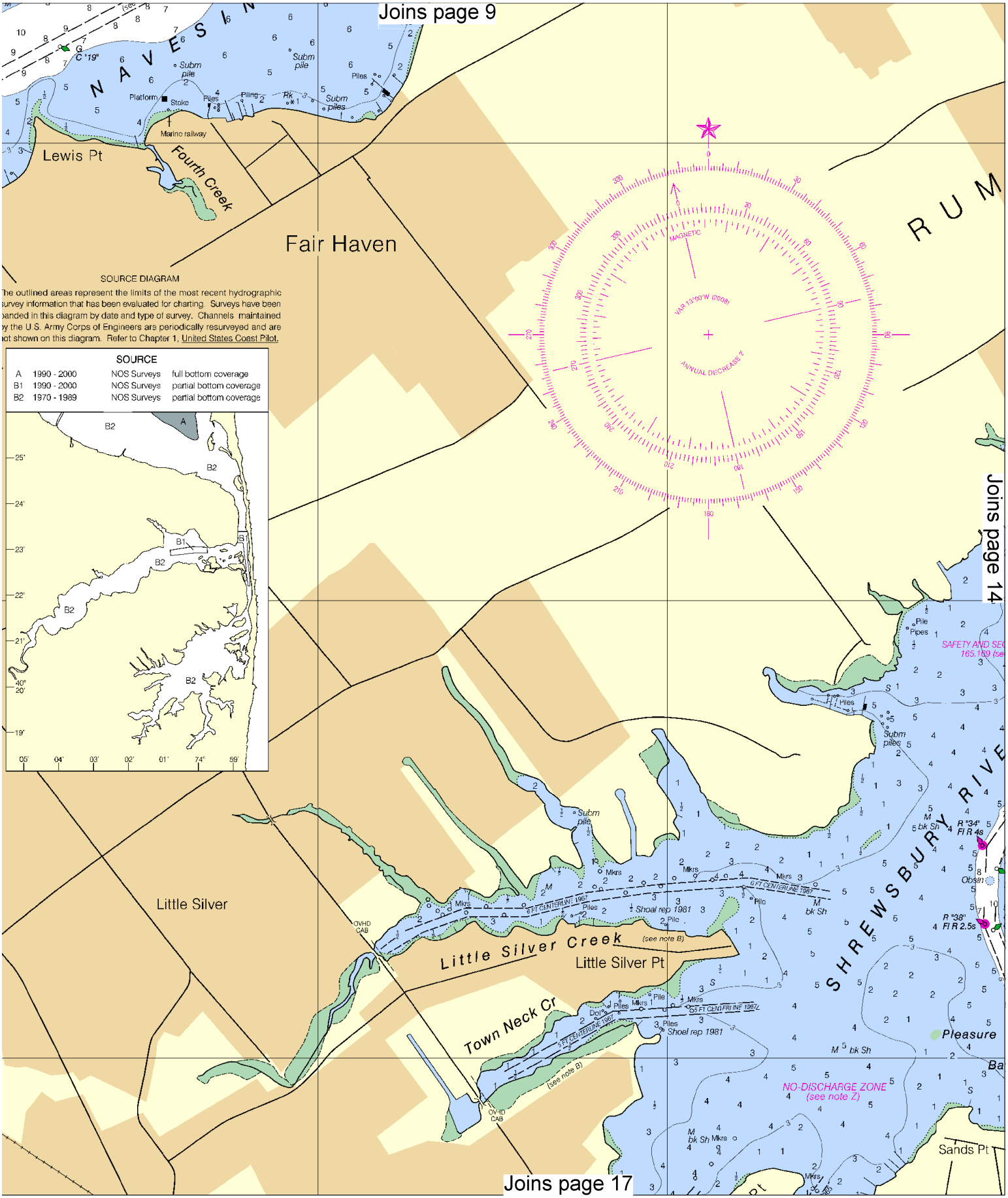
North

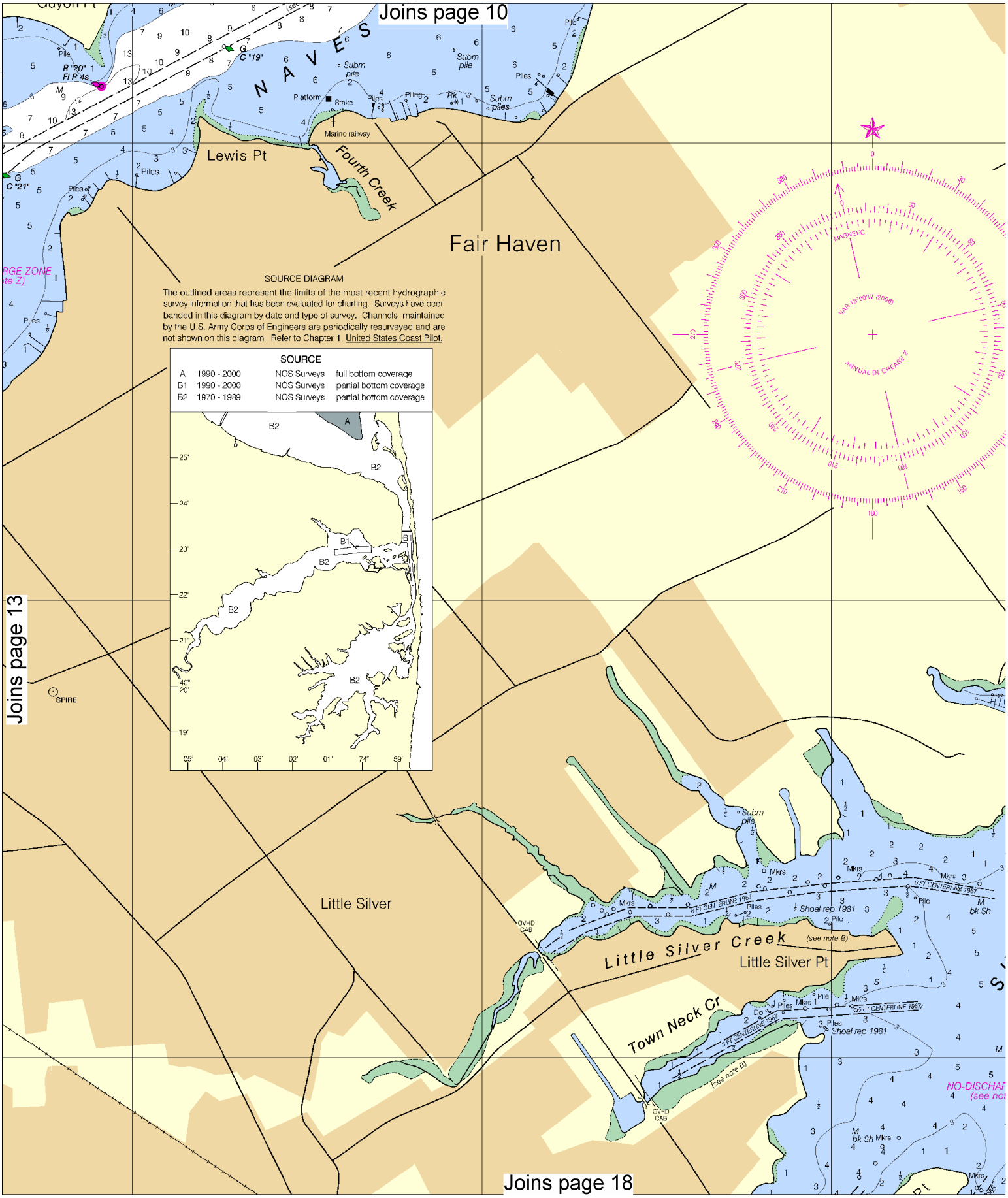
Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500


Joins page 9
NAVESINK
Lewis Pt
Fourth Creek
Fair Haven
RUM
Platform
Stoke
Piles
Piling
Pk
Subm piles
Subm pile
Marine railway
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990 - 2000 NOS Surveys full bottom coverage
B1 1990 - 2000 NOS Surveys partial bottom coverage
B2 1970 - 1989 NOS Surveys partial bottom coverage
MAGNETIC
VAR 13°00'W (2008)
ANNUAL DECREASE 2°
Joins page 14
Little Silver
Little Silver Creek
Little Silver Pt
Town Neck Cr
SHREWSBURY RIVER
Shoal rep 1981
(see note B)
OVHD CAB
Pleasure
NO-DISCHARGE ZONE
(see note Z)
Sands Pt
Joins page 17



14

North

Printed at reduced scale. ~~SCALE 1:15,000~~

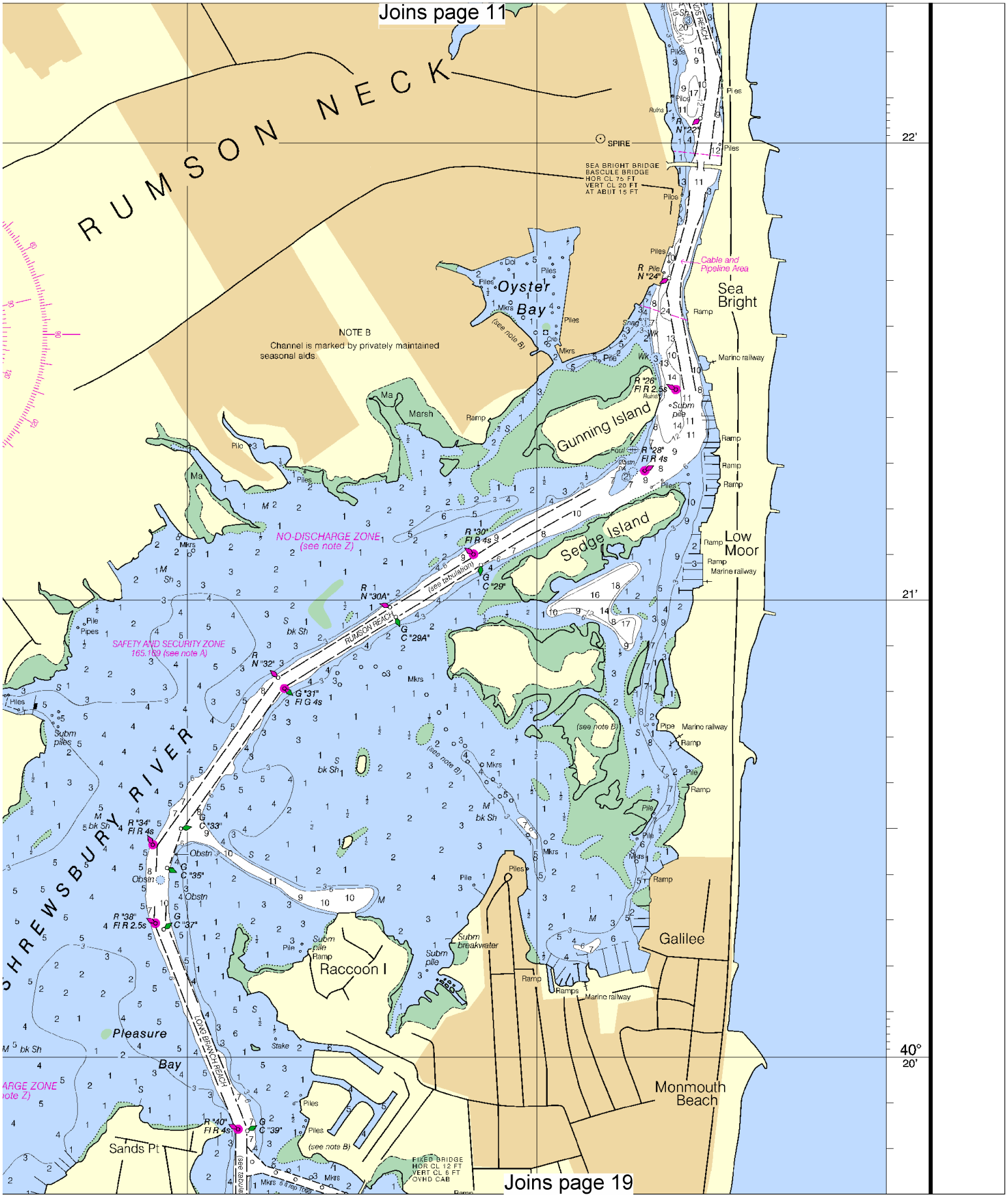
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 11
RUMSON NECK
SPIRE
SEA BRIGHT BRIDGE
BASCULE BRIDGE
HOR CL 75 FT
VERT CL 20 FT
AT ABUT 15 FT
Cable and Pipeline Area
Sea Bright
Oyster Bay
NOTE B
Channel is marked by privately maintained seasonal aids.
Gunning Island
Marsh
Sedge Island
Low Moor
NO-DISCHARGE ZONE (see note Z)
SAFETY AND SECURITY ZONE 165.159 (see note A)
RUMSON REACH
SHREWSBURY RIVER
Raccoon I
Galilee
Pleasure Bay
LONG BRANCH REACH
Monmouth Beach
Sands Pt
FIXED BRIDGE
HOR CL 12 FT
VERT CL 6 FT
OVHD CAB
Joins page 19
22'
21'
40°
20'

Joins page 12

	5.9	150	7,8-09

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

Marsh

Marsh

40° 20'

19'

MAGNETIC

VAR 13°00 W (2008)

ANNUAL DECREASE 2

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when orderec using Print-on-Demand technology. New Editions are available 5-8 weeks before the r release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGraf x.com, or help@OceanGrafix.com.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spreac, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

05' 04' 03'

4th Ed., Oct. / 08 ■
Corrected through NM Oct. 4/08
Corrected through LNM Sep. 30/08

12325

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are ava lable at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. TI Ocean Service encourages users to submit corrections, additions, or cor improving this chart to the Chief, Marine Chart Division (N/CS2), Natio Service, NOAA, Silver Spring, Maryland 20910-3282.

16

North

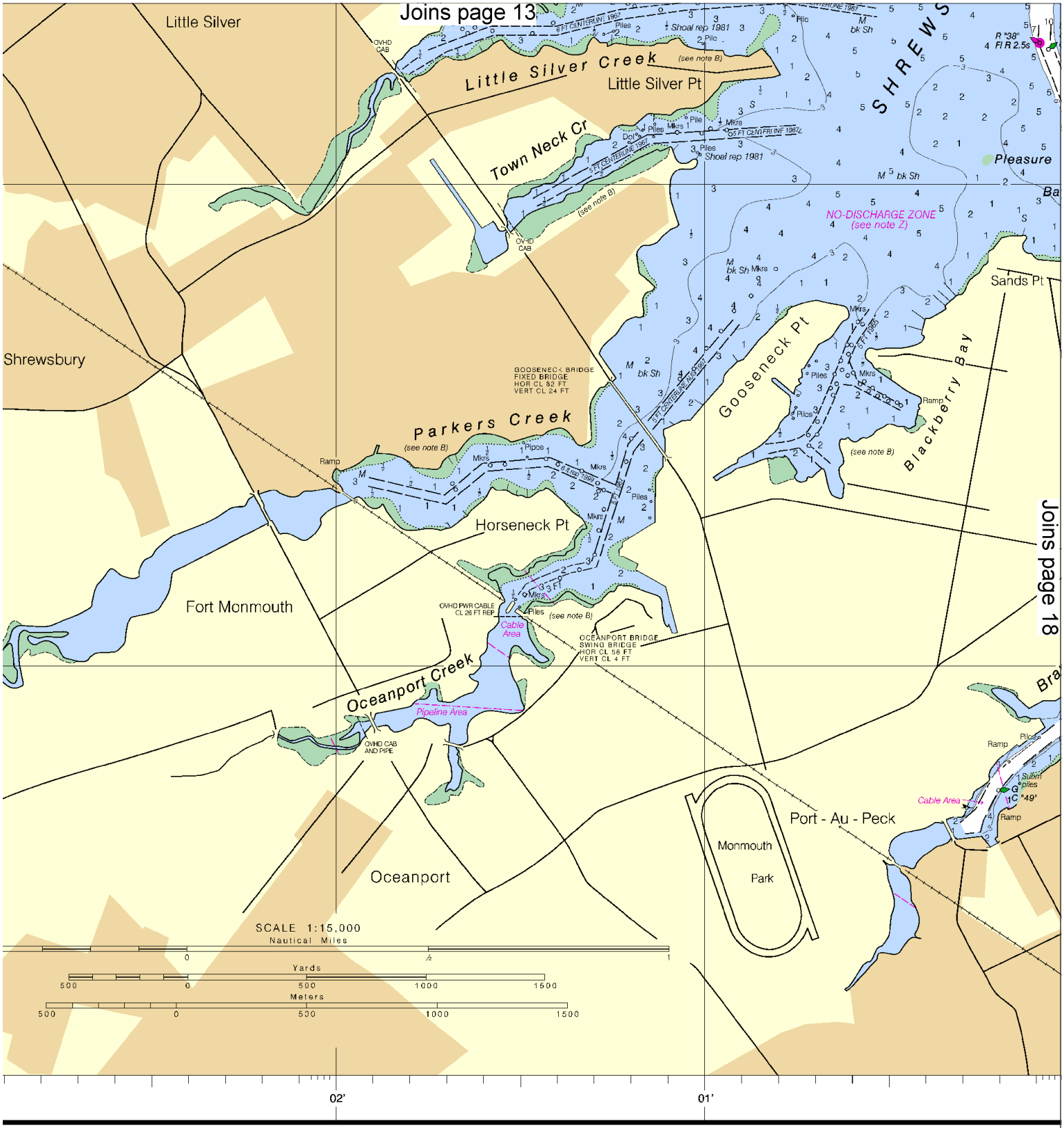
Printed at reduced scale. ~~SCALE 1:15,000~~ See Note on page 5.

Nautical Miles

0 1

Yards

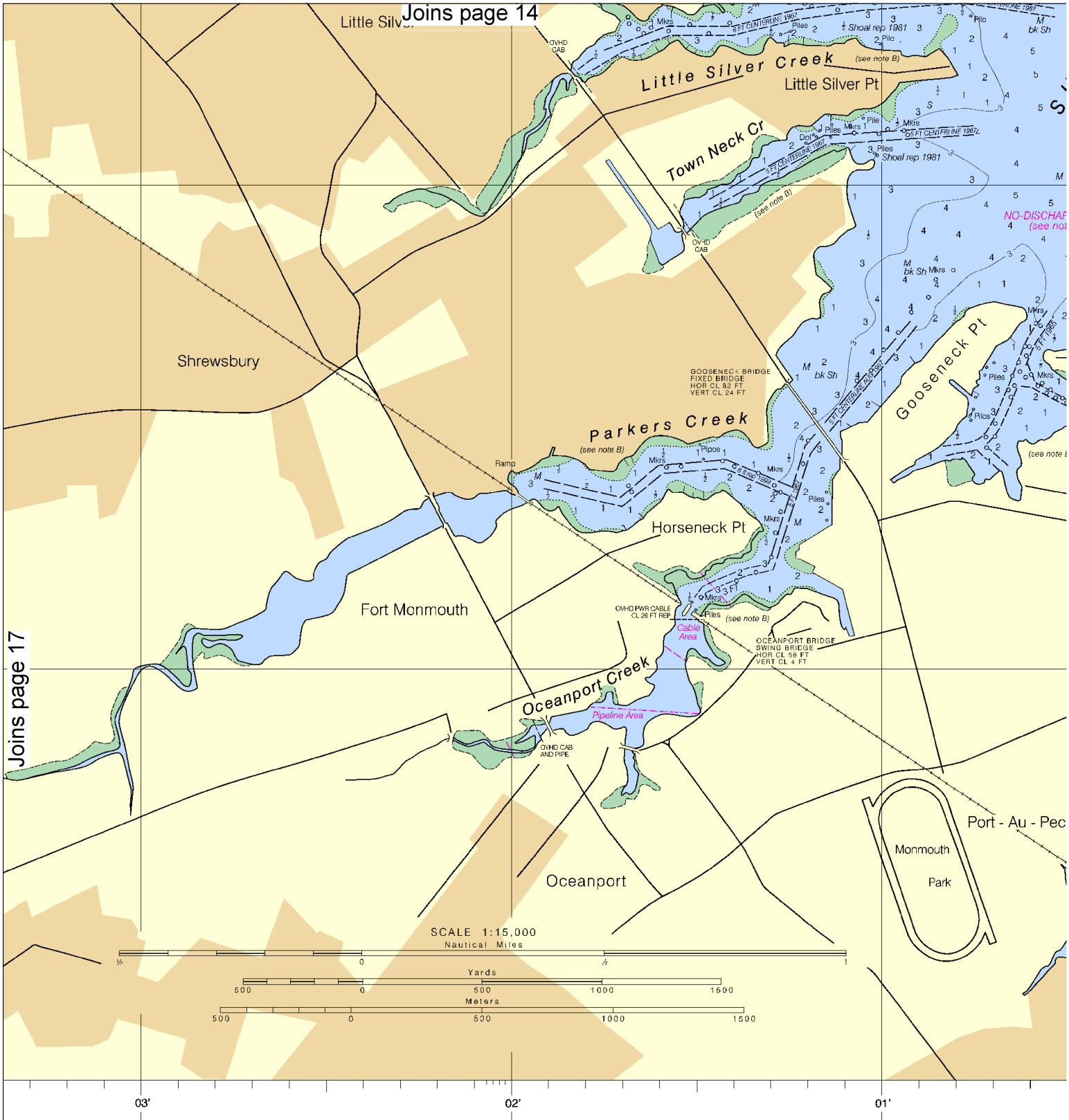
500 0 500 1000 1500



The National
comments for
tional Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	
METERS	1 2 3 4 5 6 7 8 9 10 11 12						



een designed to promote safe navigation. The National sers to submit corrections, additions, or comments for hief, Marine Chart Division (N/CS2), National Ocean , Maryland 20910-3282.

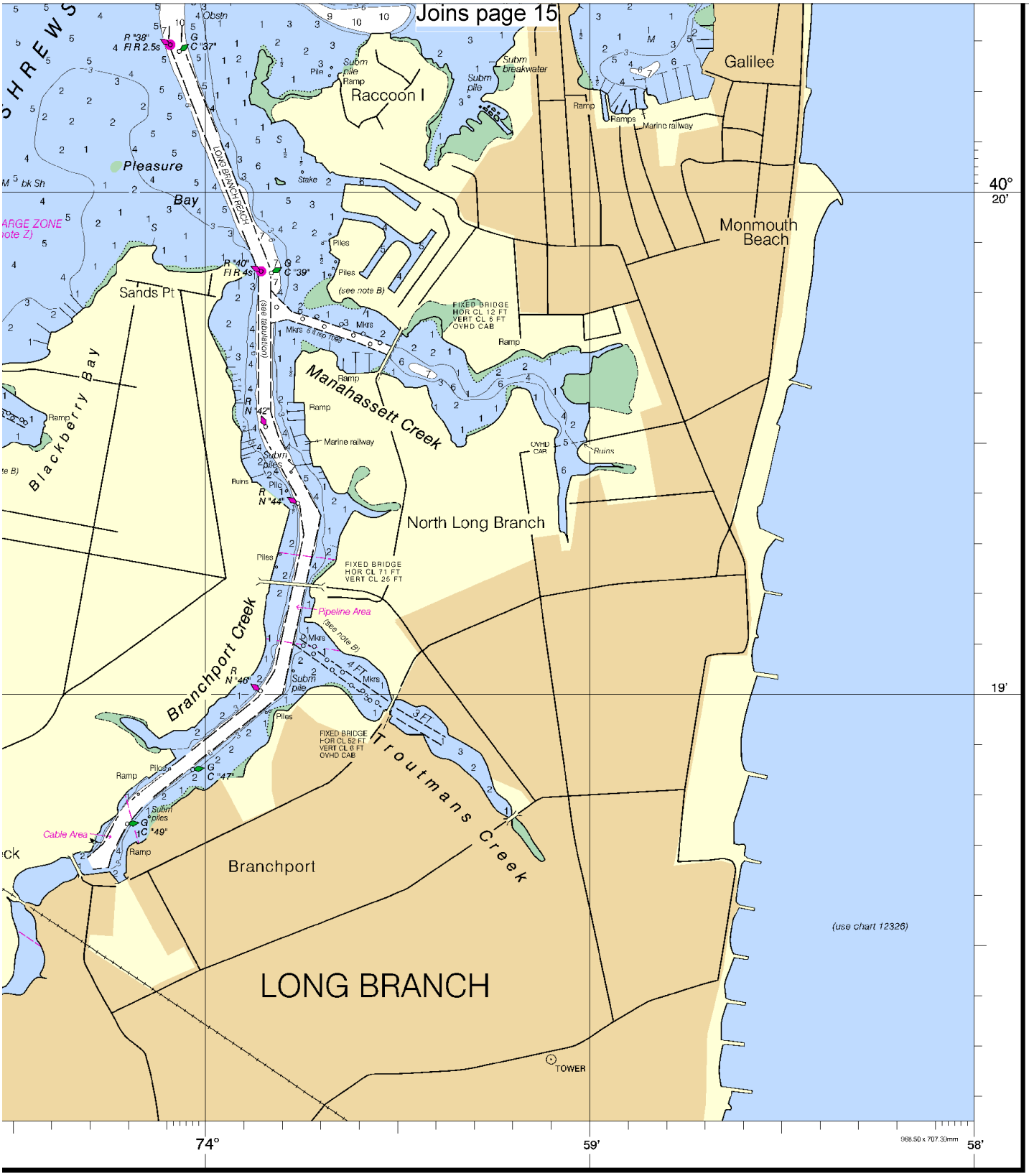
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:15,000~~ Nautical Miles

See Note on page 5.

Yards



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Navesink and Shrewsbury Rivers

SOUNDINGS IN FEET - SCALE 1:15,000

SOUNDINGS IN FEET

12325

ED.NO. 4

NSN 7642014769070 NGA REFERENCE NO. 12XHA12325

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Activities New York – 718-354-4120
Coast Guard Sandy Hook – 732-872-3428
New Jersey State Marine Police – 732-899-5050/973-578-8173
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.